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AMENDMENTS TO THE SPECIFICATION:

Please amend the specification as follows:

[17] A vehicle frame 12 includes a pair of longitudinal side rails 14 and a crossbeam 16. Suspension system 10 includes a long lower control arm 18 and a short upper control arm 20, which are both pivotally attached to frame 12. A strut assembly having a helical coil spring ~~22~~ 23 and a strut damper 24 is retained between an intermediate portion of lower control arm 18 and frame 12 to support the weight of the vehicle body and any loads which are transmitted through lower control arm 18. Upper control arm 20 is connected to lower control arm 18 by a steering knuckle 26. A hub and rotor assembly 28 is rotatably attached to a spindle portion 22 of steering knuckle 26 such that a wheel and tire (not shown) may be mounted thereon.

[18] A stabilizer bar assembly 30 includes an elongated central segment 32 that extends laterally across the vehicle and a pair of arm segments 34, which extend longitudinally along the vehicle at each end of central segment 32. Central segment 32 is rotatably attached to frame rails 14 through a pair of mounting brackets 36. An anti-shift collar 38 is thermally formed upon the central segment 32 (also illustrated in Figure 2) adjacent the mounting brackets 36 to minimize lateral shift of the stabilizer bar assembly 30.

[22] Preferably, the raised areas 40 are an array of discrete spots formed circumferentially about the stabilizer bar assembly 30. Other geometries such as an array of raised segments 40' (Figure 3), and a continuous raised line 40" (Figure 4) ~~will likewise benefit from the present invention~~could also be used.

[23] As the anti-shift collar 38 is thermally formed to the outer surface of the stabilizer bar assembly 30, the collar is advantageously formed onto the bar after the end of the bar is formed. The end of the bar typically includes an attachment such as a forged spade end.

[24] The surface properties of the stabilizer bar assembly 30 are minimally affected by the thermal spraying operation as the stabilizer bar assembly 30 operates as a relatively large heat sink. Moreover, as the anti-shift collar 38 may located in other areas, the central segment 32 is a preferred location since forces are applied axially along this segment thereby minimizing fatigue effects from contact between the collar 38. As the collar 38 is integral to the stabilizer bar assembly 30, there is no possibility of loosening. Furthermore, no inventory of collars is required as thermal spraying is applicable to any configuration of stabilizer bar.

[25] Referring to Figure 5, the stabilizer bar assembly 30 is formed into a desired shape such as by cold or hot forming processes. A cold formed bar may be subsequently stress relieved or a hot formed bar quenched to obtain appropriate microstructure for good spring properties. The bar is then tempered to reduce the hardness and increase the toughness. The stabilizer bar assembly 30 may then be shot peened to produce a plastically deformed surface with increased surface residual stresses resulting in a non-uniform distribution of stress along the cross-section of the bar to thereby increase the strength of the bar and prepare the surface for thermal spraying. Finally, the anti-shift collar 38 preferably includes a circumferential array of raised areas 40 which are thermally formed to the central segment 32.